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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

TELLAR	REPORT		
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23 January 1953

COUNTRY

East Germany

Salvage Ship GROBIAN; Grain Deliveries from the

Ships for Seepolizei

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. A meeting was held in the General Shipping Administration on 20 October 1952 to consider the possibility of moving the salvage ship GROBIAN from the Thälmann Shippard to the Baltic. It was disclosed that the English now will not give permission for the passage. It is now planned to move the ship to Stettin by East Zone channels. To do this it will be necessary to blow up the locks of channels that are seldom or never used, because they are too narrow to let the GROBIAN through. Transfer of the ship to the Baltic by this means will cost 2,000,000 DM, but it has to be made because scrap is the main bottleneck in the DDR.
 - 2. There is concern over the delivery of the great quantities of bread grains from the Soviet Union. The General Shipping Administration (GDS) does not know whether it can get the shipping capacity for this transport, because it has been impossible to unload the ships. The warehouses and storage facilities are overflowing. Nothing appears in the press about this, however, although every arrival of a Soviet or foreign ship in a port of the DDR is exploited for propaganda.
 - 3. The GDS has been trying for two years to obtain spare parts for some Deutz-Diesel marine engines, which were not to be had in the DDR. Because parts have not been obtainable heretofore from the West, two 150 hp. engines and a 400 hp. engine were ordered scrapped. But three weeks ago the firm Klöckner-Deutz of Köln delivered the crankshaft for the 400 hp. engine, so the scrapping order was rescinded. Since then the purchase of injection pumps and cylinder heads has been closed with the firm. The delivery resulted from local negotiations in Berlin-Spandau. The value of the replacement deliveries amounts to 700,000 DM. The two 150 hp. engines have also been recalled from the scrap heap. They are intended for installation in harbor tugs, the lack of which is most felt by the GDS.

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